

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application

**Listing of Claims:**

1 - 26. (Canceled)

27. (New) An exhaust system for exhausting a gas composition from a vehicular lean-burn internal combustion engine, which system comprising a catalyst for reducing NO<sub>x</sub> in an exhaust gas to N<sub>2</sub> with a suitable reductant, a source of reductant, means for contacting the NO<sub>x</sub> reduction catalyst with the reductant, an oxidation catalyst disposed downstream of the NO<sub>x</sub> reduction catalyst, means for determining a temperature difference ( $\Delta T$ ) across the oxidation catalyst, and means for controlling reductant addition, wherein the reductant addition control means controls reductant addition at a rate sufficient to maintain  $\Delta T$  within a predetermined range, wherein the system is configured so that the exhaust gas composition over the oxidation catalyst is lean.

28. (New) An exhaust system according to claim 27, further comprising control means to supply reductant to the NO<sub>x</sub> reduction catalyst only when the NO<sub>x</sub> reduction catalyst is active.

29. (New) An exhaust system according to claim 27, wherein the rate of reductant addition is decreased if  $\Delta T$  is larger than a predetermined temperature.

30. (New) An exhaust system according to claim 27, wherein the reductant is a hydrocarbon and the NO<sub>x</sub> reduction catalyst is a lean-NO<sub>x</sub> catalyst.

31. (New) An exhaust system according to claim 27, wherein the reductant is a NO<sub>x</sub>-specific reactant and the NO<sub>x</sub> reduction catalyst is a selective catalytic reduction (SCR) catalyst.

32. (New) An exhaust system according to claim 30, wherein the NO<sub>x</sub> reduction catalyst comprises a NO<sub>x</sub>-absorbent.

33. (New) An exhaust system according to claim 31, wherein the NO<sub>x</sub> reduction catalyst comprises a NO<sub>x</sub>-absorbent.

34. (New) An exhaust system for a vehicular lean-burn internal combustion engine according to claim 27, wherein the NO<sub>x</sub> reduction catalyst comprises a NO<sub>x</sub>-trap disposed on a

unitary monolith substrate, the upstream end of the monolith substrate is divided in the direction of fluid flow into at least two zones, and wherein the means for successively contacting contacts a fraction of the at least two zones with the reductant whilst the NO<sub>x</sub>-trap as a whole remains in-line to exhaust gas flow.

35. (New) An exhaust system according to claim 34, wherein the means for contacting the NO<sub>x</sub>-trap fraction with reductant comprises a flap valve disposed at the upstream end of the substrate thereby dividing the substrate into the at least two zones.

36. (New) An exhaust system according to claim 35, further comprising an injector associated with each zone.

37. (New) An exhaust system according to claim 27, wherein the NO<sub>x</sub>-reduction catalyst comprises a plurality of NO<sub>x</sub>-traps, each NO<sub>x</sub>-trap disposed on a unitary monolith substrate and arranged in parallel, wherein each substrate is associated with a reductant injector, and wherein the means for contacting successively contacts at least one of the parallel substrates with the reductant.

38. (New) A method of controlling, by feedback, addition of a reductant to a catalyst for reducing NO<sub>x</sub> to N<sub>2</sub> in an exhaust gas of a vehicular lean-burn internal combustion engine having an exhaust gas inlet and an exhaust gas outlet, which method comprises providing an oxidation catalyst for oxidising the reductant in lean exhaust gas downstream of the NO<sub>x</sub> reduction catalyst, measuring the exhaust gas temperature upstream of the oxidation catalyst, measuring the exhaust gas temperature downstream of the oxidation catalyst, determining a temperature difference ( $\Delta T$ ) between the inlet and the outlet and adjusting a rate of reductant addition so that  $\Delta T$  is within a pre-determined range.

39. (New) A method according to claim 38, wherein the reductant is supplied to the NO<sub>x</sub> reduction catalyst only when the NO<sub>x</sub> reduction catalyst is active for catalysing NO<sub>x</sub> reduction.

40. (New) A method according to claim 38, wherein the rate of reductant addition is decreased if  $\Delta T$  is above a predetermined temperature.

41. (New) A method according to claim 38, wherein the reductant is a hydrocarbon and the catalyst is a lean-NO<sub>x</sub> catalyst.

42. (New) A method according to claim 38, wherein the reductant is a NO<sub>x</sub>-specific reactant and the catalyst is a selective catalytic reduction (SCR) catalyst.

43. (New) A method according to claim 41, wherein the catalyst comprises a NO<sub>x</sub>-absorbent

44. (New) A method according to claim 42, wherein the catalyst comprises a NO<sub>x</sub>-absorbent.

45. (New) A method according to claim 38, wherein the NO<sub>x</sub>-reduction catalyst is a NO<sub>x</sub>-trap disposed on a unitary monolith substrate, further comprising the steps of contacting a fraction of the NO<sub>x</sub>-trap with a reductant while the NO<sub>x</sub>-trap as a whole remains in-line to exhaust gas flow.

46. (New) A method according to claim 38, wherein the NO<sub>x</sub> reduction catalyst comprises a plurality of NO<sub>x</sub>-traps, each NO<sub>x</sub> reduction catalyst disposed on a unitary monolith substrate, arranged in parallel, each substrate associated with a reductant injector, which method further comprising successively contacting at least one of the parallel substrates with the reductant.